MB-4-518

OXC-3926
COPY 1 OF 1

Dep
File
PE

28 August 1962

Dear Jack:

Enclosed herewith is the preliminary test program which we will be discussing with Norm and Ed tomorrow. After that discussion, we will send you a revised test program.

Milt

mb

27 August 1962

The attached schedule is preliminary, since it may require modification based on: Availability of vehicles; availability of equipment or instrumentation; availability of some of the information by other means; and results of the first tests.

We believe that one test per week is a reasonable maximum, at least in the early phases. We see no point in flying the system after one test prior to the completion of that test's data reduction, and this almost surely limits the frequency to one test per week.

N and N + 1 denotes that these tests should be run when the vacuum unit is available, which can not presently be predicted accurately. These tests can probably be inserted in the other tests without altering the one test per week schedule.

The most desirable test schedule will change as results become available. We propose to review this particular test schedule (after it is in final form) after the sixth test to decide whether or not it is still the most desirable test program.

[redacted]

25X1A

mb

PRELIMINARY
28 AUG 62

RECOMMENDED INITIAL TEST PROGRAM OF TYPE I SYSTEM

R=Req'd P=pref. a=accept. T=test to acquire data A=Additional test if planned test fails to acquire data

Priority from our point of view		Vehicle			Flight 1	2	3	4	5	6	7	8	9	10	11	12	n	n + 1
		75	58	JS	letdown needed		letdown needed		letdown may be needed	letdown may be needed			long flt.	long flt.	early or late	early or late		
1	Ground check and flight to confirm elec and mech compatibility	a	P		T	A												
2	Flights to obtain engr. info for design of long lead items of #3 system.																	
	Pressure & composition of gas vs time (1)	a	P		T		T		A									
	Temperature vs Time (2)	a	P		T		T		T									
	Vibration & Stability vs Time (3)		R?			T		A										
	Operational focus (4)	a	P		T	A	A	A										
	Resolution Capability at best focus	a	P						T	A								
3	Flights to obtain engr. info on remaining des. of #3																	
	Azimuth reference	a	a	P							T	A						
	V/h behavior on clouds	a	P								T	T	T	A				
	System start-up time	a	a	P							T	A						
	Exposure programmer	a	P										T	T				
	Film drive & IMC	a	P	a			T?(5)	T?(5)			T	T	T	A				
4	Flights to learn range of syst.opa.envelope of proto.																	
	Brightness	a	P	a											T	A		
	V/h - magnitude	a	P	a											T	A		
	V/h - clouds	a	P												T	T	...	
	V/h - terrain types	a	P												T	T	...	
5	Flights to eval.vacuum window																	
	Window + instr.only		R?														T	
	Window + system		R?															T

(1) Gas contam.sensor, pressure sensor, temps. - (2) temps on optics, electr., windows - (3) Pick-ups on attach & syst., gyro & bubble sigs. - (4) Temps on optics (5) Single exposure

MB-M-509 copy

DOC. 3887
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File PE 1st Flight

21 August 1962

Each of 67 target displays appearing in 58 different frames were examined with a microscope to determine resolving power. The three-bar targets are similar to those of USAF (1951) targets, and are of 10:1 contrast. The altitude of each of 11 passes over the target displays varied from 8,200 to 12,200 feet resulting in a photography with scales from 1:5470 to 1:8130 at nadir. The flight paths were such that the target displays appear in various areas of the frames.

The data obtained follows in tabulated form.

mb

Attachment